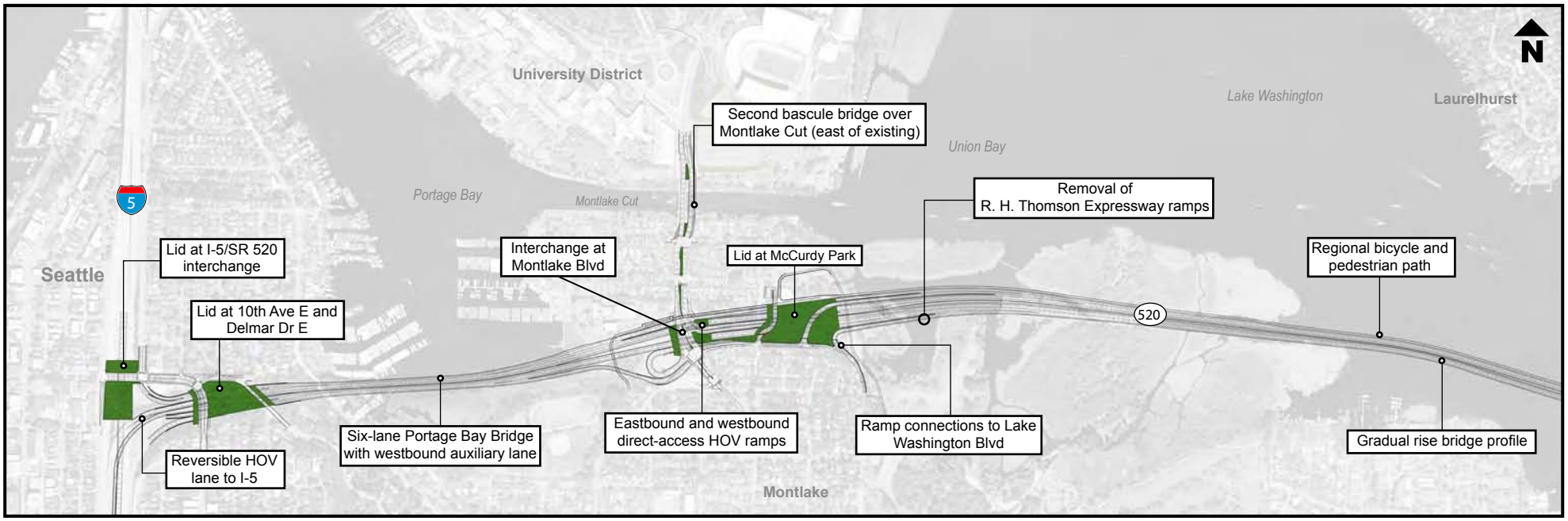
SR 520 Legislative Workgroup

Westside design option draft recommendation: Option A+



Total project cost, I-5 to floating bridge: $2.027B to $2.127B. Total program cost: $4.531B to $4.631B.

The upcoming SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (SDEIS) analyzes three westside design options, A, K and L, each with sub-options. The Option A+ recommendation is comprised of Option A with specific sub-options and is covered in the SDEIS.

Design features include:
(from west to east)

- A six-lane corridor in a 4 + 2 configuration with two general-purpose lanes and one HOV lane in each direction.
- A reversible HOV and transit lane at the I-5 and SR 520 interchange.
- Lids over I-5 at E. Roanoke Street, over SR 520 between 10th Avenue E. and Delmar Drive E. and over SR 520 at McCurdy Park.
- A six-lane Portage Bay Bridge and westbound auxiliary lane connecting Montlake Boulevard E. with northbound I-5.
- An interchange at Montlake Boulevard E. similar to today's configuration that includes.
  - HOV and transit direct-access ramp at Montlake Boulevard E. to and from the Eastside.
  - Removal of the existing Montlake Freeway Station.
- A new second bascule bridge over the Montlake Cut east of the existing bascule bridge.
  - Provides for three northbound and three southbound lanes on Montlake Boulevard between SR 520 and NE Pacific Street.
- Ramp connections to Lake Washington Boulevard to the northwest of the existing ramps that replace the function of today's Lake Washington Boulevard ramps.
- Removal of the R.H. Thomson expressway ramps near the Arboretum.
- A gradual rise bridge profile from the Montlake shoreline to the west highrise of the floating bridge.
- A navigation passage at the west highrise of 40 feet.

Note: Above are preliminary cost estimates. This option has not been reviewed through a CEVP process.

November 19, 2009